REGIONAL TRANSPORTATION AUTHORITY

To: CMAP Transportation Committee

From: Jay Ciavarella

Division Manager, Special Programs

Date: September 16, 2008

Re: Preliminary RTA Funding Programs of Projects

At the upcoming September 26 CMAP Transportation Committee, RTA staff will be seeking input on the attached preliminary programs of projects for our four funding programs. Attachments 1-4 describe each funding program, the selection criteria and process used, the makeup of the selection committee, and the preliminary program of projects.

ATTACHMENT 1 – Community Planning Preliminary Program of Projects ATTACHMENT 2 – Subregional Planning Preliminary Program of Projects ATTACHMENT 3 – JARC/New Freedom Preliminary Program of Projects ATTACHMENT 4 – ICE Preliminary Program of Projects

A public comment period is now underway through October 10. The RTA Board of Directors will consider adoption of the four programs of projects on October 23. Approval of the programs will allow the CTA, Metra, and Pace to incorporate those projects into their 2009 budgets. The RTA Board will then consider adoption of the 2009 regional transit budget on December 18. Written comments may be mailed, faxed, e-mailed or delivered through 4:00 p.m. by Friday, October 10 to:

Mail or drop The Regional Transportation Authority

off comments: ATTN: Funding Programs

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Phone: 312-913-3143

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On the web: www.rtachicago.com/projectcomments

ATTACHMENT 1: Community Planning Preliminary Program of Projects

COMMUNITY PLANNING PROGRAM

- Available to units of local government for local station area/transit-oriented development (TOD), local transit improvement, and coordinated paratransit plans.
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- The program selection criteria are *qualitative* in nature, with a focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and objectives. The program application asked applicants to specifically describe how their project will achieve the RTA Strategic Plan goals and objectives.
- The program application asked applicants to specifically describe how their project will address the program principles listed below:
 - o Advance transit-oriented development principles
 - o Plan for an increase in transit usage and multi-modal connections
 - o Plan for the efficiency and effectiveness of transit operations
 - o Plan for improved access to jobs and mobility for seniors, people with disabilities, and the general public
- Selection committee consists of RTA staff only with expertise in community planning. Input on the applications was received from CMAP and the Service Boards.

Preliminary Program of Projects (all one-time grants, no pre-allocation of funds for future funding cycles)

Applicant	Project Title	Description	
South Suburban	Chicago Southland Transit	This study will encompass the communities within the service area of the South Suburban	
Mayors and	Corridor Development	Mayors and Managers Association and that are located along either the Metra Electric Line,	
Managers		Rock Island Line, or Southwest Service, or the proposed SouthEast Service Line. This study	
Association		will create transit-oriented development plans for all communities along each of the rail lines	
(SSMMA)		that do not already have one in place.	
City of Des	Cumberland Transit-	This study will create a transit-oriented development plan for the approximate ½ mile radius of	
Plaines	Oriented Development	the Cumberland Metra Station within the Village.	
	Plan		
City of St. Charles	St. Charles Circulator	This project will study the feasibility of a circulator system between two transit-oriented	
	Feasibility Study	developments (First Street and Towne Center) within St. Charles, and the Geneva Metra	
		Station.	

ATTACHMENT 1: Community Planning Preliminary Program of Projects

Village of Manhattan	Manhattan Village Center	This study will create a transit-oriented development plan for an approximate ½ mile radius of the existing Metra station within the Village.		
Will County	Will County Coordinated Paratransit Study	This study will create a coordinated paratransit plan for the County. This includes an inventory of existing paratransit services, a gap analysis based on the inventory, and strategies to begin the development of an action plan to implement a pilot program of a coordinated paratransit initiative.		
Village of	Western Springs	The study will create a transit-oriented development plan for an approximate ½ mile radius of		
Western Springs	Downtown Plan	the existing Metra Station within the Village.		
Village of Schaumburg	Village of Schaumburg Transit Service Assessment	This study will create a Local Transit Improvement Plan for the Village that will review the performance of existing transit services, determine customer satisfaction with the existing services and identify existing synergies among the existing services and develop potential coordination among existing services.		
Village of Glenwood	South Suburban Commuter Rail Corridor Land Use and Local Financing Study	This study will create a transit-oriented development plan for the Village within an approximate ½ mile radius of the potential transit station on the proposed Southeast Service Line that would be located within the Village.		
Village of Bensenville	Village of Bensenville Transit Improvement Plan	This study will create a local transit improvement plan for the Village, including an examination of existing transit services, opportunities for increased efficiencies of existing services, potential service from the Village to O'Hare Airport and potential reverse commute options. The study will also include a sub-area transit-oriented development plan for the Village's existing Metra Station.		
Village of East Dundee	Dundee Crossing Transit Center	This study will identify a location for a proposed transit center within the Village, which would serve as a Pace bus hub and park and ride facility. The study will also include a preliminary assessment for adding Pace bus service on Route 72 from the Village to Prairie Stone business park.		
Village of Prairie Grove	Village of Prairie Grove Town Center and TOD Development Plan	This study will create a transit-oriented development plan for the Village that encompasses an approximate ½ mile radius of the location of the future station on the spur of Metra's Union Pacific Northwest Line.		
City of Chicago, Dept. of Planning and Development	Transit-Friendly Development at Chicago Metra Stations	This study will encompass five Metra stations along the Milwaukee District West Line within the City of Chicago (Grand / Cicero, Hanson Park, Galewood, Mars, and Montclare). The study will provide recommendations for potential transit-oriented development near each station.		

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Village of	Master Plan for	This study will create a transit-oriented development master plan for the Village's downtown		
Wilmette	Wilmette's Village Center	area near the Village's Metra station. The study will also include a smaller subarea transit-		
	and Linden Square	oriented development plan for the Linden Station on the CTA's Purple Line, which is located		
	Neighborhood	within the Village.		
Village of Antioch	Village of Antioch	The Village has already completed several transit-oriented development studies for their Metra		
	Downtown Land Use and	Station area; this study will develop implementation strategies to move forward the		
	Transit Implementation	recommendations within the existing studies.		
	Strategy			
Village of	Village of Hinsdale	This study will create a transit-oriented development plan for an approximate ½ mile radius of		
Hinsdale	Greater Downtown TOD	the Village's existing Metra station.		
	Plan			
City of Joliet	Joliet Intermodal	This study will examine the feasibility of creating a new intermodal transportation center in the		
	Transportation Center	City Center, adjacent to the existing Union Station. The study will also provide		
	Feasibility Study	recommendations to create intermodal connectivity, improve public transportation and		
		passenger efficiencies and identify potential opportunities for adaptive reuse of the existing		
		Union Station.		

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

SUBREGIONAL PLANNING PROGRAM

- Available to the six counties of the RTA service area (Will, Lake, Cook, DuPage, Kane, and McHenry), the City of Chicago, Councils of Governments/Municipal Associations, and the RTA Service Boards to conduct Sub-Regional and market focused plans. This would include Service Board service restructuring studies, efforts focused on developing specific market opportunities, and the transit component of countywide plans.
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- The program selection criteria are *qualitative* in nature, with a focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and objectives. The program application asked applicants to specifically describe how their project will achieve the RTA Strategic Plan goals and objectives.
- The program application asked applicants to specifically describe how their project will address the program principles listed below:
 - o Address service to new markets which can improve mobility and travel choices
 - o Increase the amount of peak period ridership on transit leading to a reduction in congestion
 - o Contain financially viable recommendations
 - o Include strategies that improve transit travel times and reliability
- Selection committee consists of RTA staff only with expertise in subregional planning. Input on the applications was received from CMAP and the Service Boards (on non-Service Board applications only).

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

Preliminary Program of Projects (all one-time grants, no pre-allocation of funds for future funding cycles)

Applicant	Project Title	Description	
DuPage County	DuPage Area Transit Plan	This project seeks to update DuPage County's 2002 Transit Plan by developing a phased	
		implementation of projects identified in the plan over a 20 year horizon.	
Kane County	Kane County LRP Transit	This project will address the transit component of the Kane County Long Range integrated	
	Component	Transportation and Land Use Comprehensive Plan. It will also update the Kane County Transit	
		Opportunity Assessment Study which was completed in October 2002.	
Southwest	Harlem Avenue Corridor	The goal of this project is to improve the traffic movement and transit options along Harlem	
Conference of		Avenue from 63 rd Street to I-80, making Harlem Avenue a more vibrant and active corridor in	
Mayors		the southwest suburbs.	
Pace	I-355 Express Bus	This study seeks to develop a fully integrated sustainable corridor through the development of	
		an express bus service on the I-355 corridor between New Lenox and Lake-Cook Road. This	
		study will examine ways of improving transit as well as transit support facilities within the	
		entire corridor.	
Joliet Arsenal	Southwest Will TMA	The purpose of this study is to identify the transportation infrastructure and transit services	
Development	Study	required for the area in and around the former Joliet Arsenal. The study will also seek to create	
Authority (JADA)		the structure for a Transportation Management Association to be the advocate for project	
		implementation at all levels of government.	

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

JOB ACCESS REVERSE COMMUTE / NEW FREEDOM (JARC/NF) PROGRAM

- Available to units of local government, transportation agencies and the RTA Service Boards for operating and capital projects derived from the RTA Coordinated Public Transit Human Services Transportation Plan (HSTP) that enhance mobility for seniors, disabled, and low-income populations, address reverse commute markets, and/or provide access to jobs.
- Funding for the program is provided through \$6.7 million in Federal funds matched by the project sponsor 50/50% for operating projects and 80/20% for capital projects.
- No project may receive more than three years of funding in total from the current JARC and New Freedom federal appropriations from FFY 2006-2009. As an example, any project that has already been awarded funding for two years of project activities from the FFY 2007 Program may only be considered for an award sufficient for one year of project activities. In addition, no applicant may request more than two years of funding in the current application.
- The program selection criteria are *quantitative* in nature and were adopted by the RTA Board in October 2007 as part of the HSTP. Project selection criteria included the following categories:
 - o Sustainability of the project past the original grant award
 - o Project readiness
 - o Consistency with the strategies contained in the HSTP
 - Ability to meet the mobility needs of older adults, seniors, people with disabilities, persons with low incomes, and reverse commuters
- The Selection Review Committee (SRC) consists of 2 RTA, 2 CMAP, and 1 IDOT staff with expertise in services designed to provide access to jobs and meet the mobility needs of seniors, people with disabilities and people with low incomes.

Preliminary Program of Projects (all operating projects / no capital projects)

Applicant	Project Title	Program	Description
DuPage County	Ride DuPage to Work	JARC	This is a continuation of the Ride DuPage to Work project that originally received funding from the FFY 2006 JARC Program. The Ride DuPage to Work and DuPage County Transportation to Work Program is a service under the existing Ride DuPage system designed to enable persons with disabilities greater opportunities to obtain and maintain employment through affordable transportation.
СТА	#1 Indiana/Hyde Park Service Expansion	JARC	This project expands service from morning and evening rush hours to 6:00 am – 8:00 pm thus increasing access to jobs for low income individuals working non-traditional and/or extended hours in corridor.

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

CTA	31 st Street - New Bus Route	JARC	New fixed route service along the 31 st street corridor between Cicero Avenue and King Drive operating 7 days a week from 5:00 am until 8:00 pm. Route will improve mobility and access to an employment center, rail lines, and other bus routes for low income individuals, seniors, and the disabled.
CTA	#44 Wallace/Racine Bus Route Extension and Service Expansion	JARC	Through the expansion of this bus route by 2 miles and the extension of weekend service hours from 7:00pm to 11:00 pm, this project will provide greater accessibility to a rapidly growing retail corridor along Roosevelt Rd. from State to Clinton resulting in increased access to jobs for low income individuals, seniors, the disabled, and other residents.
СТА	#54A North Cicero/Skokie Blvd Midday Service	JARC	New midday service operating weekdays between the hours of 10am and 2pm between Irving Park/Pulaski (Blue Line) and Westfield Old Orchard Shopping Center/Cook County Courts in Skokie. The service will allow additional access to jobs and medical appointments for low income individuals.
CTA	#67 67 th /69 th /71 st St. – Bus Route Extension	JARC	Expansion of this route from its present terminal at 71 st St. & Pulaski to the Ford Center Shopping Center improves access to major retail and industrial establishments that provide job opportunities for low income individuals.
CTA	East 83 rd Street – New Bus Route	JARC	New fixed route service connecting retail district at 92 nd /Commerical to 83 rd Street providing service from east 83 rd Street to 79 th Street Dan Ryan Red Line station. This service will also provide linkages to jobs for low income individuals into the Chicago Central Business District, employment centers in Hyde Park, and other retail districts accessible via the rail system.
CTA	#92 Foster - Late Night Weekend Service	JARC	Extension of weekend service from 8:00 pm to 12:00 am between Jefferson Park and Berwyn Red Line station providing access to major medical center and retail establishments for low income individuals and the disabled.
PACE	Ride-In-Kane	JARC/NF	This is continuation of the Ride in Kane project that originally received funding from the FFY 2006 JARC/NF Program. The project coordinates paratransit services in Kane County and optimizes resources through the use of a centralized call center. The project increases the mobility of older adults, persons with disabilities, and low income individuals by providing access to needed services and employment.

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

Lake County	Lake County Northwest	NF	This dial-a-ride service will operate weekdays in Antioch, Avon, Grant, and Lake
	Demonstration Project		Villa townships. A portion of the service will be a flexible route connecting three
			Metra stations on the NCS Line and Milwaukee District – North Line with
			residential areas to offer greater access to employment opportunities primarily for
			individuals with limited mobility and other transit dependent populations.
Washington	Operation to Enhance	NF	This dial-a-ride service will be expanded from the current two day a week
Township	Disabled, Senior, and		operation to five days a week. The service provides general purpose
	Regular Transportation in		transportation within Washington Township and medical trips beyond the
	Rural Community		Township. In addition to providing increased service for the disabled and senior
			populations, eligible participants will also be able to obtain same day service.

ATTACHMENT 4: Innovation, Coordination and Enhancement Preliminary Program of Projects

INNOVATION, COORDINATION AND ENHANCEMENT (ICE) PROGRAM

- Available to units of local government, transportation agencies and the RTA Service Boards for operating and capital projects that enhance the coordination and integration of public transportation, or that develop and implement innovations to improve the quality and delivery of public transportation.
- Funding for the program is provided through \$10 million from the regional budget as mandated by the new RTA Act amendments, matched by the project sponsor 50/50% for operating projects and 80/20% for capital projects.
- There is a two-year limit for operating funding through the ICE program. Any grantee that receives ICE funding for operations must: (1) implement such a program within one year of receipt of funding, and (2) within two years following commencement of any program utilizing ICE funds, determine whether it is desirable to continue the program and, upon such a determination, either incorporate such program into the applicant's own annual operating budget and capital program or discontinue the program. No additional funds from the ICE fund may be distributed to a grantee for any individual program beyond two years unless the RTA, by affirmative vote of at least 12 of its Directors, waives this limitation. Any such waiver is for a one year period and any further waivers require a subsequent vote of the RTA Board.
- The program selection criteria are *quantitative* in nature, with a focus on selecting projects that enhance coordination and integration of public transportation and/or implement innovations. Project selection criteria included the following categories:
 - o Ability to enhance information, physical, service, and fare coordination
 - Ability to improve the quality of public transportation
 - Cost effectiveness
 - o Sustainability of the project past the original grant award
 - Project readiness
- The Selection Review Committee (SRC) consists of 3 RTA and 2 CMAP staff with expertise in transit coordination and enhancement projects.

ATTACHMENT 4: Innovation, Coordination and Enhancement Preliminary Program of Projects

Preliminary Program of Projects

Applicant	Project Title	Description	
Chicago Transit Authority	Real-Time Arrival Information for Bus Stop Signs	Installation of up to 100 automated signs with real time bus arrival information located at transfer locations throughout the CTA service area.	
Chicago Transit Authority	Automatic Bay Reading System (ABRS) for Bus Garages	RFID (Radio Frequency Identification) tags to locate and track buses in garages. Track pull-outs, pull-ins, download/upload fare revenue data (hot list) and maintenance data, locates vehicles "in-house".	
Lake County	Lake County Northwest Circulator	Expansion of existing Pace Route 570 service frequencies and the addition of a flexible circulator component to the route. Service would be enhanced for the following communities: Gurnee, Grayslake, Round Lake, Round Lake Park, Hanesville, Round Lake Beach, Round Lake Heights, Fox Lake and Long Lake.	
Metra	SouthWest Service Saturday Service	Addition of three round trips on Saturdays to Metra's SouthWest Service. Currently there is no Saturday service on this line.	
Pace Suburban Bus	I-55 Corridor Enhancement Project	Express bus services provided by Pace on the I-55 corridor would be enhanced the following ways: 1) The service frequency of Pace Route 855 would be increased and service extended to Plainfield, and 2) New service from Plainfield, Bolingbrook and Burr Ridge to West Loop Medical Center would be introduced.	
Rich Township	Dispatching with Mobile Computers and In-Vehicle Technology	Scheduling software and Global Positioning System (GPS) for Rich Township paratransit services. Compliments software used by Pace.	
Village of Addison	DuPage Local Circulators - Addison, Downers Grove, Lombard, and Wheaton	New local circulator routes in Addison, Downers Grove, Lombard, and Wheaton. Community based local bus services that bridge gaps between Pace bus routes and Metra rail services. New service to residential, commercial and/or workplace destinations with connections to existing Pace and Metra services.	
Chicago	Bike-Transit Integration at Chicago CTA and Metra Stations	Sheltered bike parking at up to five CTA and five Metra stations.	
Pace Suburban Bus	I-355 Corridor Development Project	First phase of north-south transit service utilizing I-355 between Will, DuPage and Cook County. New limited stop express service from Bolingbrook to Schaumburg	

ATTACHMENT 4: Innovation, Coordination and Enhancement Preliminary Program of Projects

Village of Skokie	Skokie Swift Oakton	Improvements complementing new CMAQ funded Oakton Street station on the CTA Yellow	
	Street Station Area	Line. Improvements include: bus stops, bus, and taxi access lanes, sheltered waiting areas,	
	Improvements	pedestrian walkways, shared vehicle lanes, kiss and ride, bicycle parking, and landscape	
		improvements.	
Village of	Riverside Train Station:	Access improvements to Riverside Metra station. Part of larger initiative for improving access	
Riverside	Green Transmodal Access	(includes tentative ICC grant for new pedestrian tunnel). ICE request is for a green parking lot	
	and Facilities	for hybrids and electric vehicles (24 spaces), bike parking, accessible ramps to new pedestrian	
		tunnel, engineering and design.	